



# Hongkong Daily Press.

ESTABLISHED 1857.

No. 16804, 號四十九百八千六萬一第 日一十月五年壬子 HONGKONG, TUESDAY, JUNE 25TH, 1912. 二拜禮 號五十二月六年二十百九千一英港香 PRICE, \$3 PER MONTH.

ON SALE.  
THE  
DIRECTOR & CHRONICLE  
FOR 1912.  
Complete Edition ... \$10.00  
Smaller " ... 6.00  
Order now direct, or from the  
Agents in all the Foreign  
Settlements throughout the Far  
East.

INTIMATIONS  
5 YEARS  
GUARANTEE  
WITH EVERY  
"MOUTRIE"

PIANO  
PRICE FROM \$380.  
A LIBERAL DISCOUNT  
FOR  
CASH.  
S. MOUTRIE & CO.,  
LIMITED.

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

NEW CARTRIDGES.

BY popular English Manufacturers. In all  
Bore and Sizes.  
SMOKELESS POWDERS and CHILLED  
SHOTS. From No. 10 to 88SG. at \$6, \$7  
and \$7.50 per 100. SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.

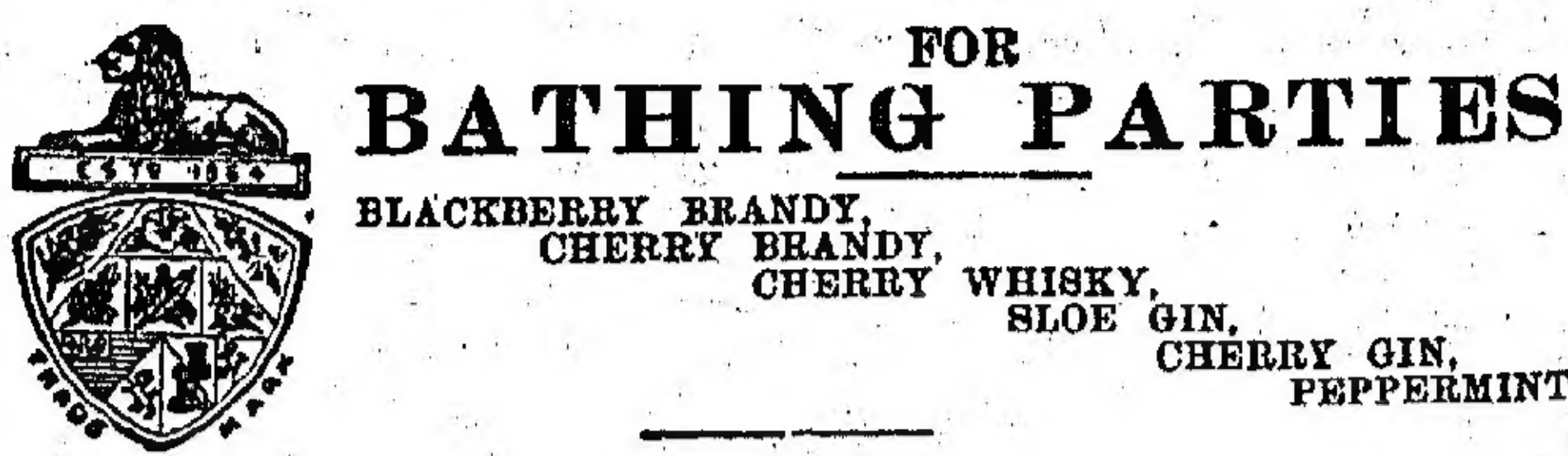
WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906.

SUN TING  
SURGEON DENTIST.  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE  
Consultation Free.  
Hongkong, 21st September, 1905.

SINGON & CO.  
ESTABLISHED A.D. 1880.  
IRON, Steel, Metal and Hardware Merchants  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Castings, General  
Storekeepers and Shipchandeliers. Nos. 35 & 37,  
Hing Loong Street (2nd St. west of Central  
Market). Telephone No. 515.

PEAK TRAMWAYS COMPANY  
LIMITED.

TIME TABLE.  
WEEK DAYS.  
6.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.  
EIGHT CARS.  
45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.  
every 15 minutes.  
SUNDAYS.  
7.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
NIGHT CARS on Week Days.  
SATURDAYS.  
Extra Car at 11.45 p.m.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
JOHN D. HUMPHREYS & SON  
General Managers.  
Amoy Street, 11th May, 1911.



FOR  
BATHING PARTIES  
BLACKBERRY BRANDY.  
CHERRY BRANDY.  
CHERRY WHISKY.  
SLOE GIN.  
CHERRY GIN.  
PEPPERMINT.  
CALDBECK,  
MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS.

S.M.R.  
SOUTH MANCHURIA RAILWAY.  
SHORTEST AND QUICKEST ROUTE BETWEEN  
THE FAR EAST AND EUROPE, VIA DAIREN.

SHANGHAI TO LONDON  
IN 13 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified  
surgeon on board) leave the S.M.R. Whampoa Wharf, Shanghai, every Monday and  
Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every  
Sunday, Wednesday, and Friday, in conjunction with the Trans-Siberian Express Service  
at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.  
Express Train Fares:—Dairen to Changchun, Y29.45 (including Express Extra Fee).  
Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR  
& EXPRESS TRAINS Co. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA,  
Shanghai; the REISENBUREAU DER HAMBURG AMERIKA LINIE; the NORDISK REISENBUREAU;  
or direct from the  
SOUTH MANCHURIA RAILWAY CO.,  
DAIREN.

Tel. Add.: "MANTSEU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL  
THE BEST STEAMING COAL IN THE FAR EAST.  
Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots,  
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.  
SOUTH MANCHURIA RAILWAY CO.,  
DAIREN.

Tel. Add.: "MANTSEU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

MITSUBISHI DOCKYARD  
AND ENGINE WORKS.  
At A.B.C. Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condensers, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

Length on Keel-Blocks Breadth at Entrance Depth of Water  
No. 1 ... 510 ft. 77 ft. 26 ft.  
No. 2 ... 350 ft. 53 ft. 24 ft.  
No. 3 ... 714 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.  
No. 1. 7,000 Tons. 450 Feet.  
No. 2. 12,000 Tons. 580 Feet.  
Lifting Power  
Max. Length of Ship taken in  
Breadth  
Draft  
The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

WEISMANN, LTD.

BAKERS.  
CONFECTIONERS.  
CATERERS.  
RESTAURATEURS.  
14, DES VŒUX ROAD, CENTRAL.

THE YOKOHAMA DOCK  
CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.  
Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—  
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

"HONGKONG DAILY PRESS"  
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00  
Do. Do. Smaller Edition ... 5.00  
CHILDREN OF FAR CATHAY: Social and Political Novel, by C. Halecombe ... 3.50  
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00  
THE HONGKONG TYPHOON, Sept. 1873, 1896, Illustrated Account ... 0.50  
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50  
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50  
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 5.00  
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... 1.00  
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00  
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA ... 0.25  
TRADE MARK REGULATIONS IN CHINA ... 0.25  
MISSIONARY DIRECTORY on paper cover ... 0.80  
Do. Do. cloth cover ... 1.00  
DOG AND GUN in New Territory ... 1.00  
FROM HONGKONG TO CANTON, BY THE PEARL RIVER: A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations ... 1.75  
HONGKONG WEEKLY PRESS, half-yearly vol. bound ... 7.50  
FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 2.00  
RATES OF EXCHANGE AT HONGKONG English Mail days 1874— ... 2.00  
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893— ... 1.00  
CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halecombe ... 2.00  
PLAN OF THE WEST RIVER ... 1.00  
" " VICTORIA ... 1.00  
" " KOWLOON ... 0.75  
" " PEAK ... 0.75  
" " NEW TERRITORY ... 0.75  
POWER OF ATTORNEY FORM ... 0.25  
MAIL TABLES for 1912 ... 0.50 & 0.25

BUTTER. BUTTER.  
WE are pleased to announce still  
FURTHER REDUCTION.

The following Prices now rule:—  
"DAISY" BRAND ... 80 cts. per lb.  
"DAIRYMAID" " ... 70 " "  
"BUTTERCUP" " ... 68 " "  
"PASTRY" " ... 65 " "

THE  
DAIRY FARM CO., LTD.

GRACA & CO.  
PRINTERS & (Hongkong Hotel Building),  
Dealers in  
POSTAGE STAMPS, VIEW POST  
CARDS, FLOWER SEEDS,  
CIGARS, BOOKS, TOYS, &c.  
Just Received a Fine Selection of  
BABY DOLLS  
WITH  
CHINESE DRESSES.

NOTHING BETTER FOR THE  
SEASON!  
JUST RECEIVED.

STYLISH Bathing Dresses and  
Caps.  
Finest Voiles, Striped, Flowers  
and Fancy.  
Finest Muslins, Plain and  
Dotted.  
Embroidered Materials, &c., &c.  
You will find our range incomparable for  
Quality, Style and Prices.

HOOSAIN-ALI & Co.  
No. 14, Queen's Road Central,  
Corner of Zetland Street, Hongkong.  
Hongkong, 13th May, 1912.

FOR SALE.  
GAS COMPRESSOR with ELECTRIC  
MOTOR and FITTINGS. Will  
increase ordinary lighting power by 25 per cent.  
without extra cost.  
Apply—  
MANAGER,  
"Hongkong Daily Press" Office  
Hongkong, 13th March, 1912.

HOTELS

HONGKONG HOTEL  
Recently Refurnished and Redecorated  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
J. H. TAGGART, Manager.

KING EDWARD  
HOTEL.  
TELEPHONE No. 373.  
TELEGRAPHIC ADDRESS—"VICTORIA."  
Under Entirely New Management.  
Thoroughly Renovated.  
Terms Moderate.  
Excellent Cuisine.  
H. HAYNES,  
Manager.  
Hongkong, 4th January, 1912.

GRAND HOTEL  
QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
redecorated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Electric Light Throughout and Fans.  
Large and Comfortable Lounge, Private and  
Public Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION, Sanitary Arrangements of  
the highest, HOTEL LAUNCH MEETS ALL  
STEAMERS, Monthly Rates for Time and  
Dinner. Special Rates for married families on  
application to  
FREDERICK REICHMANN,  
Proprietor.

(late Manager of J. H. LYONS (Trocadero  
leading Cafeters in London, and  
GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS—"COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910.

"BRAESIDE."  
PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 650.  
Apply to—MRS. F. W. WATTS,  
"Braeside," 23, Macdonnell Road,  
Hongkong, 4th December, 1907.

VICTORIA HOTEL,  
SHAMEN-CANTON.  
Telegraphic address—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL  
MACAO  
Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTER OF PRAYA GRANDE.  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
WM. FARMER,  
Proprietor.  
7501

ROYAL GEORGE  
HOTEL.

HAIPHONG ROAD, KOWLOON.  
A FIRST CLASS HOTEL for Residents  
and Tourists.  
Private and Public Bars.  
Three First Class Billiard Tables.  
Kowloon Picnic Parties Catered For.  
on due Notice being given.  
Indian Curries a Speciality.  
M. J. NATHAN,  
Manager.  
Kowloon, 30th May, 1912.

A LING & CO.  
19, QUEEN'S ROAD CENTRAL  
FURNITURE AND PHOTO GOOD  
STORE.  
Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken  
Hongkong, 31st July, 1907.



## INTIMATION

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S "E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

## NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Code: A.B.C. 5th Ed. Lever. P.O. Box, 84. Telephone No. 13.

## DEATH.

On June 17th, at Shanghai, GIOVANNI AGOSTINO FAVILLA, Councillor of Italian Consulate, aged 50 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET. 20

The Daily Press.

HONGKONG, JUNE 25th, 1912.

The steadily increasing financial difficulties of the provincial administrations in China would seem to be reconciling the people of the country to the Central Government's decision to obtain a foreign loan. We do not now hear quite so much of the patriotic movement to raise capital by voluntary contributions for the purpose of enabling the Government to meet liabilities already incurred and the heavy extraordinary expenses to which the Government is committed in the immediate future. Dr. SUN YAT-SUN has claimed that the money, is in China, and that only "organisation of the means of collection is lacking." Be that as it may, the patriotic effort to raise by voluntary contribution a sum equivalent to sixty million pounds sterling has miserably failed, and the Government has not dared to hint at the possibility of raising it by a forced levy, which would be the only alternative to a foreign loan. The sum of sixty million pounds sterling we take to be the Chinese Government's own estimate of its requirements, and the foreign banking groups to whom the Government applied for the accommodation are presumably satisfied that she cannot well do with less. Some mention has been made indeed of a probable need of a much larger loan in the near future; but nothing need be said of this till the occasion arises. With wise government in China it ought to be possible to avoid future borrowings. The patriotic effort to raise by voluntary contribution the immediate needs of the Government having miserably failed,

the Government has no alternative but to take up the foreign loan, which the financial groups representing Six Powers after many weeks' discussion of terms and conditions have, at length, agreed to lend. Beyond the information that the Chinese Government has agreed to the appointment of foreign auditors to check the expenditure out of the loan, practically nothing has been made public regarding the security offered for the payment of interest on the loan and the return of capital. The publication of these details will be awaited with interest. Meanwhile, having in mind the declarations of Sir EDWARD GREY in the House of Commons, regarding the only conditions on which the Government would support the British participants in the loan, we can feel reasonably sure that such arrangements have been made as will secure the continued maintenance of the integrity of China, and protect her from those disastrous consequences of borrowing so heavily that so many of her friends have prophesied. There are many who take the view that the Great Powers will get such a financial hold over China by means of this loan, that they will practically become the dictators of the country and its Government. We are of opinion, however, that the statesmen of China are sufficiently alive to such dangers, and sufficiently astute to guard against them. We shall hope to see that the nature of the security offered to the lenders is such as will lead to the opening up of the country to trade and commerce,—for the more trade, mining and manufactures are developed, the less likelihood will there be of a foreign financial dictatorship being established in China; the less need will there be for further loans from the Great Powers, and the sounder will the economic condition of China become.

For returning from banishment a Chinese was sentenced to six months' imprisonment and four hours' stocks.

In consequence of the resignation of the Premier, Tang Shao-yi, several other Ministers have tendered their resignation.

A Chinese was sentenced to fourteen days' hard labour for begging. For a similar offence, another Chinese was fined 25 or fourteen days.

A man was removed to hospital from Aberdeen suffering from internal injuries caused in a fight with another Chinese near the golf links at Deep Water Bay.

The steamer *Bessie Dollar* returned to port yesterday under difficulties. Her high pressure cylinder cover broke, a couple of hours after she had left port.

Linggi Plantations Ltd., owning property in Negri Sembilan, Selangor, and Perak has disposed of 90 tons of 1913 rubber. The price arranged was 4/6 per pound.

The Peking Cabinet has the question of a national costume under consideration, and a Bill, a Chinese contemporary says, will shortly be introduced in the National Council.

A motor-car, when running along Murray Road, collided with a rickshaw and capsized it, together with the coolie and the occupant, a Japanese woman. Neither was injured, and the car was not damaged.

Mr. Irving had before him two Chinese charged with being in possession of 495 rounds of ammunition and four magazines. The material was found on them as they were leaving the s.s. *Paul Beau*. One of the defendants stated that he and his companion were officers in the employ of the Nanking Government. A fine of \$150 or six weeks was imposed.

A Chinese watchman on board the s.s. *Siberia* on Saturday night noticed one of the pantry boys leaving the steamer with a bulky parcel. He stopped him and discovered six revolvers, six magazines, and 600 rounds of ammunition. The police flag was hoisted and the police went aboard and arrested the boy, who was brought before Mr. E. A. Irving yesterday. Mr. Irving fined him \$250 or three months.

## POKFULAM MURDER CASE.

At the Magistracy yesterday afternoon five Chinese were charged before Mr. Irving with the murder of Lam Suk Kung.

A brother of deceased stated that on June 5th, while he was lying on a sofa in his house at Pokfulam Road, late at night, the prisoners entered. The men seized him as he was lying on the sofa. One of them attacked him with a large knife, but the blow was warded off. The others, however, attacked him and he was gagged.

After further evidence, the prisoners were remanded till Thursday.

## GERMAN STEAMER ASHORE ON THE PARACELS.

FIVE HUNDRED PASSENGERS TAKEN OFF BY THE "NERA."

The steamer *Quinta*, owned by a German company for which Messrs. Siemens & Company are agents, went ashore on the north reef of the Paracels on the 18th instant and lies in a perilous position.

The first intimation received by the agents was on Saturday night when a telegram from Hoihow reached them, acquainting them with the fact that the steamer was ashore on the Paracels and was in urgent need of assistance. The message came from Hoihow, whither two officers and four of the Chinese crew had sailed after the vessel struck. The agents at once despatched a telegram to Singapore requesting that the German mail steamer might call there on her way up to Hongkong, but meanwhile another telegraphic message came from Saigon announcing that the captain and crew and the 500 passengers had been landed there by the downward French mail steamer *Nera*.

Communication had also been opened with the Kowloon Dock Company for the despatch of the *David Gillies*, but as the tug was undergoing her half-yearly overhaul she could not proceed to the scene of the disaster until last night. As the message from Saigon explained that the crew had left the ship because they were afraid of pirates, the agents asked that the German gunboat *Luchs* might be sent down to afford protection to the salvage boat, but they were informed that the *Luchs* had received orders to remain in Canton. In these circumstances the Dock Company are appealing to the British authorities that some bluejackets and a gun be placed on board the *David Gillies*.

The *Quinta* was bound from Bangkok to Swatow with 20,000 piculs of rice and some teakwood and 600 coolies. Her gross tonnage is 1,634 tons. She was built at Lubeck in 1904 for the China trade, and is a sister ship to the *Scota*. She was commanded by Captain Schlesinger. It is thought that the vessel was probably carried out of her course somewhat by the strong current running there and that she went shore in the fog.

M. Thomas, local agent of the Messageries Maritimes, informs us that he has received from the Company's agency in Saigon a telegram which reads as follows:—"Steamer *Nera* arrived here on the 22nd inst., at 4 p.m., having on board 539 persons, passengers and crew, rescued at Paracel Islands and belonging to German steamer *Quinta* ashore there."

The *Nera* fortunately sighted the str. *Quinta* on her way from Hongkong to Saigon, where she was expected to arrive on Friday, 21st inst., at 8 a.m.

## AN EXCITING TRIP.

The U.M. str. *Kiangyung*, Captain Milligan, arrived in Shanghai last week from Hankow bringing details of an exciting trip upriver. It appears that the vessel left here about a week ago for Nanking, where she had orders to embark about 1,000 disbanded Hunanese soldiers for Wuchang. The soldiers, who were unarmed, were under the charge of a number of military officers, and when embarked were well behaved. A number of gamblers, however, had managed to get on board and the *Kiangyung* was soon heading up river than they commenced operations. Soon after leaving Kiukiang many of the soldiers who had lost their money demanded it back from the gamblers and on it being refused a free fight was started and the soldiers, who were armed with knives, used them freely. In the general melee about twenty of the soldiers and gamblers were killed, while a number were thrown overboard and drowned. The military officers tried in vain to restore peace. The ship's officers were also powerless, as they were not possessed of any arms, and as the soldiers made no attempt on them it was thought best to let the men fight it out. The fighting was still going on when the vessel arrived at Wuchang. Meanwhile a report of the outbreak among the soldiers had been sent ashore and General Li Yuan Hung sent an officer on board. While he was making inquiries the fighting was resumed and it was learned that some of the gamblers were trying to escape ashore. General Li Yuan Hung's envoy at once rushed to the fray and with his revolver he shot several of the fighters dead and this had the effect of overawing the turbulent men.—*Shanghai Mercury*.

## WIRELESS TELEGRAPH STATION FOR MACAO.

The Portuguese Government has decided to build wireless telegraph stations in the Colonies of Portugal, viz. Mozambique, Angola, Macao, Timor, and Novagosa. A report says that the British Government had suggested that it would be advisable to have a complete homogeneous circle of installations, in order to facilitate an interchange of communications between the British and Portuguese Colonies. The Marconi Company have conceded Portugal the same terms as those granted to British Colonies, and a system of payment on easy terms has been arranged.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## AMERICAN PRESIDENTIAL NOMINATIONS.

MR. ROOSEVELT'S SUPPORTERS ABSTAIN FROM VOTING.

LONDON, June 24th.

Mr. Roosevelt has appealed to his supporters in the Convention to abstain from voting. Accordingly, the party platform which ex-Vice-President Fairbanks moved, which was regarded as of a progressive character, advocating supplementary anti-trust legislation and partial reduction of tariffs, was adopted by 668 votes to 53, as 343 Rooseveltians abstained from voting.

Mr. Harding, of Ohio, proposed the nomination of Mr. Taft, whom he described as the greatest progressive of his time. This led to a tumult, and the police with difficulty quelled a fight between delegates from Dakota and Florida.

MR. TAFT NOMINATED.

The Convention nominated Mr. Taft by 561 votes. Mr. Roosevelt received 107. Mr. La Follette 41, Mr. Traubman 17 and Mr. Hughes two votes.

Supporters of Mr. Roosevelt to the number of 344 abstained from voting. They held a meeting in a separate hall for the purpose of nominating Mr. Roosevelt. The latter, however, says he does not accept nomination as from the new party but from the lawful majority of the regular Republicans, who were defrauded of their rights at the Convention.

A NEW PARTY.

The leaders of the movement declare their plans are matured for a new progressive party, embracing the whole nation.

Mr. Roosevelt, in provisionally accepting independent nomination, said that the time had come for all believers in elementary maxims of public and private morality to join the new movement. He asked the delegates to go to their homes and find out the sentiment of their neighbours and then meet in a mass Convention to make a formal Progressive nomination to the Presidency. He would support any candidate then nominated. He added that the regular Convention had served the purpose of the sinister political bosses who had no shadow of sympathy with the spirit and purpose of the Republicans of fifty years ago. "You, my friends, are the heirs in spirit of Abraham Lincoln when he refused to be no longer bound by the shackles of the past and faced the new issues with the new spirit demanded of the times." He concluded by proposing as the motto of the movement "Thou shalt not steal."

THE DEMOCRATIC CONVENTION.

The Republican split is rendered irrevocable by the dual nomination which intensifies interest in to-morrow's Democratic Convention at Baltimore, especially in view of a similar split of the Conservative and Progressive wings of the Democratic Party. The Progressive wing promises to carry the day. Senator Woodrow Wilson, one of the likeliest candidates with 300 votes pledged to his support, has replied to Mr. Bryan's telegram agreeing that the Convention is to be one of progressive ideas.

MR. BRYAN AT THE REPUBLICAN CONVENTION.

One of the most remarkable scenes at the Republican Convention was an ovation given to Mr. Bryan, who had been acting as a reporter for a syndicate of newspapers. He had to leave before the close, in order to make his own anti-conservative fight at Baltimore. As he rose the supporters of Mr. Roosevelt cheered him again and again, shouting "Good Luck" and "Fight 'em Bill."

This is regarded as a significant demonstration of actual sympathy between the Radical wings of the two parties. There is even some talk of fusion, but this is unlikely.

Carey United Rubber Estates, Ltd., whose property consists of the Paradise Estate at Kajang, extending to 673 acres, and a block of 5,000 acres of virgin forest in the Island of Jurga, has declared an interim dividend of 7½ per cent.

[THROUGH REUTER'S AGENCY.]

## THE DALAI LAMA.

DEPARTURE FOR TIBET.

LONDON, June 24th.

A Simla telegram states that the Dalai Lama left Kalimpong yesterday morning for Tibet, accompanied by a yellow-clad procession of Ministers and astrologers and a mining expert trained in India.

The ministers, interviewed, said they were proceeding after a short halt at Chumbi, with all possible speed to Lhasa, which they were emphatic in stating is now safe against recapture by the Chinese.

## THE KING AND THE STRIKERS.

LONDON, June 24th.

At a demonstration of strikers in Hyde Park, Mr. Gosling, one of the leaders, announced that the King had consented to receive an address from the lightermen.

The address will appeal for the retention of the threatened privileges of the lightermen.

## THE FRENCH STRIKE.

LONDON, June 24th.

Reuter's correspondent at Paris telegraphs that owing to the shipping strike the Government is providing bluejackets to man ten steamers weekly between Marseilles, Corsica and Algeria.

## KNIGHTHOOD FOR MR. E. T. COOK.

LONDON, June 24th.

It is announced that the honour of knighthood has been conferred on Mr. E. T. Cook, the well-known journalist, who has edited in turn the *Pall Mall Gazette* (1890-92); the *Westminster Gazette* (1893-96) and the *Daily News* (1896-1901).

## ALLEGED ESPIONAGE IN BERLIN.

LONDON, June 24th.

A sensation has been caused in Berlin by the arrest of a Russian Captain named Kostevitch on a charge of espionage. He has been living in Berlin for some months, ostensibly studying aviation in the interests of the Russian War Ministry.

## AN ITALIAN DISASTER.

LONDON, June 24th.

A message from Tripoli states that while a wagon load of shells was being unloaded an explosion occurred killing one Italian officer and seven bluejackets and wounding three bluejackets.

## EUROPEAN BANTAM WEIGHT CHAMPIONSHIP.

LONDON, June 24th.

A Dieppe telegram states that in the contest for the bantam weight championship of Europe the Frenchman Ledoux knocked out Digger Stanley in the seventh round. The fight was a fine one.

## KING'S BIRTHDAY CELEBRATION AT YUNNANFU.

A letter from Yunnanfu says:—

June 3 gave opportunity to celebrate the birthday of King George V. of Great Britain. At the invitation of Consul General and Mrs. O'Brien Butler a most charming and successful garden party was held at their delightful grounds outside the north gate. Guests to the number of fifty and more, French, Americans, Chinese, Norwegians, German, Turkish, Italian, Canadian with other members of the British group drank His Majesty's health in champagne and the other less vivacious beverages. The weather was all that could be asked and the occasion one of great goodwill and enjoyment. The Consul-General received the congratulations of his guests and Mrs. Butler dispensed a charming hospitality. It was very gratifying to see the number of influential Chinese, these headed by the Governor who, to his own great enjoyment, spent his time at croquet, of which he is very fond.

## GAMBLING IN PORTUGAL.

BILL APPROVED BY THE SENATE.

The Lisbon Senate on the 21st ult. finally approved, with some amendments, a Bill legalizing gambling in Portugal. Gambling will be allowed only at seaside and country pleasure resorts, the Municipality granting a gambling licence to the highest bidder. An exception is made in the districts of Lisbon, Coirras, Cascaes, and Cintara, where the Government will concede a monopoly. The approved company must, however, have a capital of at least £1,000,000, and a yearly percentage reverting to the State of not less than £35,000. No person under 21 years of age will be allowed to enter gambling houses. The Bill will now be discussed in the Lower House.

## THE MOTOR-CAR REGULATIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

June 24th.

DEAR SIR,—From the first mention of the new rules and regulations regarding Motor Car Traffic I have admired and endorsed the position taken up and the opinions advanced by you, both in leading articles and in other columns of the *Daily Press*. Personally I have no interest in the matter beyond an Englishman's love of fairplay. I do not own a car, nor do I hire those belonging to the public garages. Therefore, I may be reckoned as an unbiased speaker.

My questions are:—  
Why should the Jubilee Road, built for use as a means of enjoying one of the most beautiful views to be obtained on the lower level, be closed to motor traffic when it is acknowledged:—

1.—That it was built for vehicular traffic.  
2.—That it is one of the few roads in the Colony suited to such traffic.  
3.—That it is never crowded and congested with tram-cars, hand-cars, rickshas, bamboo coolies and pedestrians, as are such roads as Queen's Road, Des Vaux Road, Connaught Road, etc., the scenes of such accidents as have so far happened to or owing to motor cars?

Why should the general public be debarred from using a motor car to return from theatre, dinner, bridge, etc., because a few people do not know and are not taught by the police how to behave?

Why—because a petition is sent in complaining of a certain section of the community (whether Chinese or European is quite immaterial), is a totally different section of the community arbitrarily punished and obliged to forego a legitimate convenience?

Why are householders, having invested in an expensive machine, in order to be able to enjoy residence in as cool a district as possible, now, without any transgression of law or by-law on their part to be compelled to abandon either their residence or their motor-car?

My reason for these questions is that lunching on Sunday with friends living some miles east of the Clock Tower, they mentioned having dined in town and afterwards having been to the cinematograph, then having coffee and ice and only having reached home between one and two o'clock on the Sunday morning. "How on earth do you come out all this way after theatre?" I asked. "Oh, well, it used to be easy enough. We could take a motor and were home in about twenty minutes, but now there are only rickshas, and even then it isn't very nice. Why, last night we were stopped near the Belle View Hotel by a man, and not a Chinese either, rushing out, waving his arms and trying to stop our rickshas, as he needed one. As it happened, there were some men in our party; but my wife was shaking all over by the time we got clear. One of us told the man he must be a born fool to go on like that, to which he replied, 'No, a born drunk!' and roared off."

Now, that passed all right as it happened, but if it had been a woman alone returning in a ricksha, as is sometimes unavoidable, it might have been quite a different thing.—Yours truly,

OUTSIDER.

## "PICTURE MARRIAGES."

MATRIMONIAL VENTURES SETTLED BY PHOTOGRAPHS.

A practice which is being watched with great interest in Japan at the present moment, says a message from Tokio, is that which has come to be known as "picture marriage." Marriages in Japan are customarily contracted through third parties, but in the case of "picture marriage," which has become the exclusive means of arranging matrimonial ventures between girls in Japan and men in Hawaii or on the far side of the Pacific, portraits of girls, sent in batches to emigrant bachelors for their consideration and selection, play the chief part.

The portraits are sent not only by friends or relatives of the parties concerned, but also by specially-formed bodies, and a recipient, on making a selection, sends back word for the marriage contract to be made out and the chosen girl sent to him.

Contracts of marriage are occasionally entered into in this way by men and women already acquainted with each other, but for the most part they are entered into by total strangers, and it has become no uncommon spectacle to see men and women on the piers at Honolulu and San Francisco seeking, with the aid of reputed likenesses, to identify their future life-partners from among the crowds of passengers disembarked and those waiting to greet them. It is said that differences between the portraits and their originals sometimes lead to painful scenes.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 12.

Telegraphic Address: PRESS.

Cables: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

"INDRA" LINE, LIMITED.  
FOR BOSTON AND NEW YORK.

**THE Steamship**

"INDRAGHRI,"  
Capt. W. E. Koway, will be despatched as above on or about the 30th July.

This steamer has superior accommodation for a limited number of saloon passengers. Fare to Boston or New York, \$25.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 24th June, 1912. [847]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"GREGORY APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 26th instant will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 24th June, 1912. [846]

"SHIRE" LINE OF STEAMERS, LTD.  
NOTICE TO CONSIGNEES.

FROM MIDDLESBOERS, ANTWERP AND LONDON.

## THE Steamship

"PEMBROKESHIRE,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 29th inst. at 6 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 29th inst. at 10 a.m. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 24th June, 1912. [848]

## NOTICE.

WE HAVE THIS Day authorised Mr. CARL MEYER to Sign our Firm's Name Per Procuratione.

BERLINGER & Co.  
Hongkong, 18th June, 1912. [832]

## \$10 REWARD.

TO the Finder of one MIXED COLLIE PUP (Bitch) Missing from No. 1, Bowen Road on the morning of 25th June. Colour—Light Brown, with White Collar. Size about 2 1/2 ft. long, 1 1/2 ft. in height. Face looks like a Fox.

OFFICE,  
TOYO KISEN KAISHA.  
Hongkong, 22nd June, 1912. [845]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters of and Dealers in Chinese Goods will be held in the Old Chamber of Commerce Room, City Hall, on WEDNESDAY, the 3rd July, 1912, at 3.30 p.m. precisely, for the purpose of:

- (1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.
- (2) If the suggestion be adopted, to elect a Provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 15th June, 1912. [824]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## ENTERTAINMENTS

## VICTORIA THEATRE.

Two Performances:  
7.15 P.M.—PICTURES ONLY—7.15 P.M.  
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

The Grand Sensational Film,  
The Best Drama Exhibited,  
"THE EVIL FASCINATION."  
2,000 feet long, in 2 Parts.

GRAHAM AND DENT.  
Continuous Success.

MATINEES—  
SATURDAYS AT 4.30 P.M.  
SUNDAYS AT 6 P.M.  
Hongkong, 24th June, 1912. [158]

## TO LET

HOUSE TO LET,  
Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION,  
Shamoen, Canton. From 1st July  
30th September, 1912.  
Apply—G. DES GARETS D'ARS,  
Care of JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 31st May, 1912. [776]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.  
Apply—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
Hongkong, 1st June, 1912. [120]

## TO LET.

"A BERTHOLWIN," Peak Road,  
SIX-ROOMED HOUSE, from  
1st July next.  
SHEO with GODOWN attached, Nathan Road, Kowloon.  
KOWLOON MARINE LOT No. 48 with WHARF.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Hongkong, 30th May, 1912. [525]

## TO LET.

OFFICE in Alexandra Buildings.  
Apply—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong 25th February 1912. [367]

## TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET,  
TWO-ROOMED OFFICE.  
Apply Property Office,  
JARDINE, MATHESON & Co., Ltd.,  
Hongkong, 23rd May, 1912. [733]

## TO LET.

OFFICES in King's Building  
HANFURLY, 11, Conduit Road. From  
1st June.  
Apply—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,  
Hongkong, 1st June, 1912. [121]

## TO LET.

NO. 12, BEACONSFIELD ARCADE  
First Floor,  
No. 13, BEACONSFIELD ARCADE  
First Floor.  
1 LARGE GODOWN in No. 3A, Daddell Street, 1st Floor.  
1 SMALL GODOWN in Daddell Street (Godown D).  
"ROGATE" Austin Road, Kowloon, from 1st April.  
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.  
For Sale, with or without Furniture, "FOR CREST" No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and adjacent Islands.  
Apply to—  
LINSTAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 8th June, 1912. [122]

## TO BE LET.

SHOPS AND OFFICES, IN  
ALEXANDRA BUILDINGS.

Apply—  
A. S. WATSON & Co., Ltd.,  
Alexandra Buildings,  
Hongkong, 22nd May, 1912. [123]

## TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—  
LINSTEAD & DAVIS,  
Alexandra Buildings,  
Hongkong, 20th March, 1912. [481]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## FURNITURE DEPT.

NOW SHOWING

TEAKWOOD BEDSTEADS  
IN ARTISTIC DESIGNS  
BEDROOM SUITES and  
SIDEBOARDS.  
HIGH-CLASS WORKMANSHIP.

## HARDWARE DEPT.

ICE CREAM FREEZERS,  
TEAKWOOD ICE CHESTS,  
BERKEFELD FILTERS,  
GLASS TABLE FILTERS.

INSPECTION INVITED. PRICES MODERATE.

## LANE, CRAWFORD &amp; CO.

## AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,  
TOMORROW (WEDNESDAY),  
the 26th June, 1912, commencing at 2.30 p.m.,  
at No. 25, Lyndhurst Terrace,  
A QUANTITY OF  
VALUABLE  
HOUSEHOLD FURNITURE.

Comprising—  
SILK TAPESTRY COVERED CHAIRS,  
TEARFOLD SOFAS, ARM CHAIRS,  
EAST CHAIRS, SETTEES, VELVET  
PILE CARPETS, VELVET, TAPESTRY  
AND LACE CURTAINS, STATUES,  
BRONZE AND BRASS ORNAMENTS and  
CURIOS, ENGRAVINGS and OIL PAINT-  
INGS, FANCY CLOCKS, &c., &c.  
Four BRASS BEDSTEADS (double),  
MARBLE TOP DRESSING TABLES with  
Oval Mirror, MARBLE TOP WASH-  
STANDS, SEVERAL TOILET SETS, ONE  
HANDSOMELY CARVED KIWIA WOOD  
WARDROBE with Bevelled Mirror,  
Several TEAK WARDROBES with Bevelled  
Mirror, FINELY CARVED CHERRY  
LACQUER WRITING DESKS, Three  
VIENNA ROCKERS, BLANKETS,  
BED LINEN, &c., &c.  
DINING TABLE and DINING CHAIRS,  
FINE TEAK SIDEBOARD and DINNER  
WAGGON, LARGE OVERMANTELS with  
Bevelled Mirror, STAIR CARPETS and  
BRASS RODS, DINNER and DESERT  
SERVICES, CUTLERY and GLASS  
WARE, &c.  
Two PORCELAIN BATH TUBS,  
PORCELAIN PATENT WASHSTANDS,  
American TILED REFRIGERATOR  
(Baldwin), SINGER SEWING MACHINE,  
ELECTRIC FITTINGS, 3 ELECTRIC  
CEILING and 4 DESK FANS.  
BLACKWOOD FANCY TABLES,  
JARDINERIES and STOOLS.  
One COMBINATION SAFE (Mervin-Hall),  
GAS STOVE and PANTRY requisites.

ALSO  
1 UPRIGHT GRAND PIANO, by Kraus  
(in splendid condition—nearly new).  
TERMS—Cash on delivery.  
On View from Tuesday, the 25th June, 1912.  
Catalogues will be issued.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 22nd June, 1912. [834]

MITSU BISHI GOSHI KWAISHA.  
(MITSU BISHI CO.)  
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA,  
OGHI, MUTABE, YOSHINOTANI,  
HOJO, KANADA, NAMAZUTA, SAYO,  
SHINNEW and KAMIYAMADA  
Collieries.

AGENTS FOR  
KISHIDAKE and SAKITO Coals.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KASATSU, WAKAMATSU,  
KOBE, OSAKA, OTABU, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Codes: AI, ABC 5th Ed., Western Union.

AGENTS—  
YOKOHAMA: Messrs. GRADING & Co.  
CHINKIANG: Messrs. GRADING & Co.  
MANILA: Messrs. MACDONALD & Co.  
SINGAPORE: Messrs. BORNEO CO., LTD.  
For Particulars, apply to—  
Y. SHIBUYA,  
Manager,  
No. 2, Pedder Street, Hongkong.  
Hongkong, 30th May, 1912. [516]

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS—  
STERLING ... \$15,000,000  
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.  
E. SHELLIM, Esq.—Chairman.  
F. H. ARMSTRONG, Esq., Deputy Chairman.  
Andrew Forbes, Esq.  
G. H. Modhurst, Esq.  
G. S. Gubbay, Esq.  
Hon. Mr. C. H. Ross  
G. R. LAURIE, Esq.  
H. A. Siebe, Esq.  
F. Lieb, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STABB.

ACTING MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.  
For 3 months 2 1/2 per cent. per annum.  
For 6 months 3 1/2 per cent. per annum.  
For 12 months 4 per cent. per annum.

N. J. STABB,  
Chief Manager.

Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,650,000  
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,  
Manager.

Hongkong, 12th April, 1912. [133]

THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

SUBSCRIBED ... £1,250,000

PAID UP ... £1,250,000

RESERVE FUND ... £350,000

HEAD OFFICE—LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Rangoon, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks, Shares, bought and sold on account of Clients. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,  
Manager.

Hongkong, 29th March, 1912. [938]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 40,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Antung-Hsien, Liao-Yang, Ryojun, Calcutta, London, San Francisco, Bombay, Lyons, Shanghai, Changchun, Dairen (Dairen), Nagasaki, Tientsin, Fungien (Makden), Newchwang, Hankow, New York, Tokyo, Honolulu, Osaka, Peking, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,  
Manager.

Hongkong, 1st April, 1912. [443]

## NOTICES TO CONSIGNEES

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENROY."

Captain H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th inst., at 10 a.m.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th June, 1912. [830]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Socotra" and "Moldavia."

From Persian Gulf, ex s.s. B. J. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 21st June, 1912. [1]

## SWEDISH EAST ASIATIC CO. LTD. GOTHENBURG.

## NOTICE TO CONSIGNEES.

THE Steamship

"CANTON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 9.30 a.m.

All Claims must reach us before the 5th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co., Agents.

Hongkong, 24th June, 1912. [848]

## S.S. "MALTA."

CONSIGNEES holding Bills-of-Lading for Cargo by this Vessel are hereby informed that their Cargo will arrive by S.S. "MALTA" due at Hongkong about 2nd July, and they are requested to kindly present the Bills-of-Lading at this Office before the arrival of the Steamer, so that arrangements can be made regarding delivery.

H. W. D. SHALLARD,  
Acting Superintendent,  
PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Hongkong, 21st June, 1912. [841]

## ON SALE.

A TABLE OF THE

## RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LE



DIYSENTERY.

A REVIVIFYING AND RESTORATIVE TREATMENT.

Second, perhaps, only to Malaria is the suffering caused by Dysentery, which is known by the intense pain and difficulty with which the bowels act, and by the passage of mucus and blood.

The treatment which may be regarded as classical is the administration of 15 to 20 grains of ipecacuanha in water, and repeating the dose every three or four hours. If begun early, this will nearly always give relief and arrest mischief. Only liquid nourishment should be given and, of course, the doctor should be summoned when possible. He will, no doubt, prescribe Dover's powder with quinine, hot fomentations and perfect rest in bed, and will legislate for any sudden relaxation of the bowels by a dose of astringent medicine, to which a few drops of laudanum have been added.

In considering the subsequent feeding of the sufferer, there is nothing upon which reliance may be more confidently placed than Sanatogen, which the physicians to practically all the crowned heads of Europe use to maintain and restore the health of their royal patients.

WHY IT IS SO VALUABLE.

It would be impossible to exaggerate the value of this preparation for the inhabitants of hot countries, and those who are subject to the enervating influences and diseases due to the climate. Composed of the body-building elements of the purest cow's milk, "chemically combined" with that salt of phosphorus which is found in the nervous system, Sanatogen exercises a nutritive influence over the whole body, which is as powerful as it is perfect.

It revitalises the blood, increasing the number of red corpuscles and their vital colouring matters on which depends their ability to absorb oxygen from the atmosphere and thus keep the tissues clean and the bodily functions working properly. It reinvigorates the nervous system, filling the body with a sense of vim and snap, which makes a pleasure of the mere physical act of living, while it quickens the functions of the brain and restores the possibly failing memory to its full power of rapidly recalling any impression it desires. It is easily digested, so that it imposes no strain whatever on the often undisciplined digestive system; it removes any sense of weariness from the muscles and makes them strong and firm instead of flabby and soft, as they so often are after an attack of dysentery.

CONVINCING MEDICAL TESTIMONY.

All these facts have been vouched for by hundreds of doctors practising throughout the length and breadth of China, as well as in other countries whose climate makes dysentery a common disease. These doctors have written letters over their own signatures describing the results they have obtained. Here are extracts from one or two of such letters, although, unfortunately, in accordance with medical etiquette, the names of the physicians cannot be mentioned.

Dr. F. K. Damoh, writes:—"I have used Sanatogen in the treatment of dysentery and enteric fever and found it very useful. It has a high nutritional value, and is very useful in ulcerated conditions of the intestines."

Dr. H. H. W. H. Babugari, United Provinces, writes:—"I have much pleasure in certifying to the value of Sanatogen in cases of dysentery, enteric fever and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to A. WATSON & Co., 6, Kiukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-421]

**BARTIN'S**  
**APIOL-STEEL**  
**PILLS**

Guaranteed to cure all cases of Indigestion, Flatulence, Headache, Stomach Ache, and all other ailments of the digestive system. Each box contains 12 pills, and is sold at 1/6.

**MAKIN'S**  
**APIOL-STEEL**  
**PILLS**

**WATSON'S**  
**OLD BLENDED**  
**GLENLIVET**  
**WHISKY.**

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

**A. S. WATSON & Co., Ltd.**  
ALEXANDRA BUILDINGS.

SCIENTIFIC MISCELLANY.

THE YOUTH OF ANIMALS.

The childhood of animals, explained Dr. P. C. Mitchell the other evening at the London Royal Institution, varies with the total length of life, with the size, and especially with the position in the life scale. Long-lived animals, large animals, and highly developed animals usually have a long youth. The educated human being requires 20 years to grow up, and the savage about 15; the higher monkeys—the gorilla and the orang—12 to 14 years, the baboon, 8 years; and the small monkeys, about half that time. The less intelligent cat race has a youth of but 4 or 5 years among the larger kinds. The vegetable-eating animals, mostly of small intelligence, grow up quickly, the buffalo and all the big antelopes and deer having only about 2 years of childhood, and the chamois somewhat longer, although the giraffe has 3 or 6 years. The elephant, the largest of land animals and one of the most intelligent, is not grown up until 20 to 24 years old. All birds have a short youth, looking after themselves in 3 weeks to 3 months, but becoming grown up in 1 to 4 years. Many reptiles—like the tortoise, crocodile and alligator—seem to grow all their lives. Certain other creatures have a very short adult period—the mayfly, for instance, spending two years on the bottom of a pond, and living but a few hours after emerging fully grown from its skin covering. Still more extreme is the American cicada, which gropes 17 years underground, and lives but 2 or 3 weeks after emergence.

A CANAL RAILWAY.

In the new system of canal traction of Herr Koss, German Government engineer, a rail is laid along the bottom of the canal, and is clasped by four rollers on the bottom of the tugboat, which is propelled by the driving of these rollers by power from any source. On the Dortmund-Ems Canal, where a short section of this equipment has been tested, it is proposed to operate electric motors from a trolley wire.

A NEW PERFUME.

"Rosotogen" is an artificial otto of roses prepared by a British chemist from products separated from paraffin oil by freezing at 70 deg. below zero.

A POPULATION ADJUSTING GERM.

What is possibly the great regulator of human population is found by Dr. Robert T. Morris, of New York, in the colon bacillus. When animals—rabbits and linnings, for instance—have tended to over-run a locality, epidemics have appeared and reduced their numbers; and in man's earlier history similar epidemics kept down the population. Preventive medicine has stepped in to abolish the epidemics. Since then the epidemics, the diseases always present, have carried away the weakest and most vulnerable individuals, and have continued Nature's plan of limiting the development of numbers in plants and animals by poisoning off the excess. This poisoning has been chiefly through the toxins of bacteria. Preventive medicine has interfered again, and the bacteria of the endemic disorders have been one after another made harmless until even the tubercle bacillus—supposed to be the most important of all—has been brought under fair control. It now seems that the colon bacillus is responsible for effects until recently unsuspected. It was formerly thought to be harmless in its home in the bowel, but was caught destroying the appendix and causing abscess of the kidney, and has been shown to be both the direct cause of a large number of diseases and an active agent in preparing the way for various infections. It appears to be, therefore, a leading factor in preventing over population.

A WINDOW FOR X-RAYS.

Glass containing much lead absorbs X-rays, and is unsuitable for radiographic work, although useful for spectacles to protect the eyes of operators. For X-ray and other vacuum tubes soda glass has been employed. It was discovered not long ago that a lithium glass is twice as transparent to the rays as soda glass, and a new idea is a lithium glass window two inches in diameter fused into the side of the X-ray bulb opposite the anticathode. By shortening exposures one-half, the risk to the operators of dermatitis is lessened, while the pictures made are less likely to be blurred.

THE LONG LIFE BACILLUS.

In a recent book on soured milks, London M. Douglas mentions two Bulgarian peasants—Baba Vasilka and her eldest son Tudor—who are aged respectively 126 and 101 years. Their longevity is attributed to the Bacillus bulgaricus of soured milk.

SEEING ONE'S OWN SPEAKING.

Watching the action of one's own vocal organs is made possible by the novel instrument of a New York teacher of deaf mutes. The apparatus is a slender telescope tube, with the upper end bent sharply backward, so that when the user places the object-glass far back in his mouth the eyepiece is directly in front of his eye. A prism in the angle

**WM. POWELL, LTD.**

**Gentlemen's Outfitters.**

**SAXONE**  
**BOOTS and SHOES.**

REALLY FIRST CLASS FOOTWEAR.

(EVERY PAIR GUARANTEED)

**BOOTS \$11 SHOES \$10**

**Wm. Powell, Ltd.,**

SOLE AGENTS,

**SAXONE SHOE CO. LTD.**

1636

of the tube reflects the rays from the object-glass backward and upward. Minute electric lamps light up the interior of the throat, and make clearly visible every change and movement taking place in speaking or singing. Various uses are suggested for this new method of studying the voice. It promises special advantages in the teaching of the deaf, but also offers new facilities for scientific investigation, and is not only likely to be useful to the physician, but will give vocalists a more complete acquaintance with their own powers.

NOVEL CHIMNEY VENTILATION.

Even considerable height of chimney does not completely insure ventilation against damage by the sulphurous gases from burning coal, and a new German idea for lessening destruction is a perforated top for the chimney. About 20 feet of the upper portion of a chimney about 100 feet high was pierced with conical holes having the larger opening outside. Though the wind enters freely into these numerous apertures, little of the gas is driven through the opposite side of the chimney, but the smoke is greatly diluted and a vortical action is set up. It is claimed that these effects both tend to decrease the zone in which vegetation is harmed.

GLACIERS AND SHIFTING STARS.

Another suggested cause of glacial periods is that they have been due to the shifting of the Milky Way, such as is known to have occurred. Assuming that some of the earth's heat comes from the stars, Dr. Rudolf Spitaler finds that the change of position in relation to the Milky Way might have given a very different distribution of temperature from that existing at the present time. The stars are not only crowded in the region of the Milky Way, but many of them are of the hottest type.

LAUNCH OF STANDARD OIL STEAMER.

Last week there was launched from the shipbuilding yard of the New Engineering and Shipbuilding Works, Ltd., at Yangtzeppoo, the steel twin screw steamer *Mei Foo*, which has just been completed for the Standard Oil Company for trade on the upper Yangtze.

The *Mei Foo* is a light draft steamer, being fitted to carry 500 tons of oil and 100 tons of bunkers on a "feet draft" of 9 feet 3 inches, and she is built throughout of steel on the turbine principle. Her two sets of triple expansion engines will be capable of developing 1,100 horse power and she will also be fitted with two marine boilers. For the handling of any special cargo from port to port there are a steam windlass, steam capstan, and a steam winch lifting five tons while steam steering gear is also equipped. A motor pinnace for the purpose of taking soundings in shallow waters has been provided and a spare oil engine will be carried for use while lying in port. The *Mei Foo* is rigged with one mast.

The accommodation is all placed on the upper decks in order to make the vessel a comfortable boat for the officers and crew, more especially in the hot weather experienced on the upper Yangtze, Hankow, Poyang and Tungting lakes. The Captain's room and wheelhouse are situated on the boat deck. On the upper deck there is a large saloon and state rooms for two engineers and two deck officers. There are also two spare state rooms for any of the owners' staff who may travel with her, and accommodation on the upper deck is also provided for the commodore and Chinese officers. The crew have a spacious forecabin divided for sailors and firemen. She is fitted throughout with electric light. Bulk oil is carried in three tanks divided by a longitudinal bulkhead. The pump house is situated on the main deck carrying a Worthington Oil Pump fitted with suction and delivery pipe capable of pumping the oil out in ten hours.

CABLE RATES.

The Chairman of the Eastern Telegraph Co., in his address to the shareholders at their meeting in London last month said:

From January 1st this year, the company has been carrying deferred messages in plain language at half the ordinary tariffs. As the acceptance of this class of message has only been in operation for a few months, it is too early to form any definite opinion as to the effect this reduced rate will have upon the company's revenue, but our experience up to the present shows that apparently it has not adversely affected our ordinary fully paid traffic. We have also reduced the Press rates between Great Britain, South Africa, Egypt and the Straits Settlements to the low figure of 3d. per word, and negotiations are in progress for reducing the Press rates for telegrams exchanged with India and other places in the Far East. Messages charged at the reduced rates are not subject to special deferment, it being the opinion of this Company that it would be inadvisable to introduce any special deferment on Press messages beyond the ordinary regulation which has always been in operation, that this class of traffic is transmitted when the line is clear. As regards Australasia, the British Pacific Cable board agreed to a deferred Press rate over their cables, but the Eastern and associated companies did not see their way to reduce their Press rate, as the Government cable was fully equal to carrying this description of traffic. We, however, agreed in case of interruption of the Pacific Cable, to carry this traffic as a temporary measure, so as to avoid the Press having to pay higher charges for their deferred news during such interruption. In conclusion, I think we may congratulate ourselves upon the continued prosperity of the Company. This feeling should, I think, also be shared by those who rely upon submarine cables for their important correspondence, because, as I have frequently stated at these meetings, our policy has always been to give the telegraphing public a fair share of the benefits which are derived from the success of our business. It must be borne in mind that when important reductions in rates are contemplated additional cables may be required to cope with the increased volume of traffic which might be created. Unless this important factor is carefully considered, we might find ourselves incurring a serious liability for the cost of new cables which might be out of all proportion to the benefits to be derived from the increased volume of traffic at the lowered rates. This is a point which some people who are constantly agitating for further reductions in the rates cannot, or will not, appreciate.

It may be useful and interesting if I compare some of the principal rates now ruling with those in vogue in 1870, when the introduction of the word rate first took place:

Per word to:	2 s. d.	1 s. d.	1/2 s. d.
Australia	0 10 6	3 0	
China	0 8 4	4 5	
Japan	0 11 3	4 10	
Straits Settlements	0 6 3	3 8	
India	0 4 7	2 0	
Egypt	0 1 7	1 0	
South Africa (1879)	0 9 3	2 8	
Gibraltar (1880)	0 0 6 1/2	0 3	
Peru (1875)	1 13 4	2 9	
Chile (1875)	1 1 4	2 9	
Argentina (1874)	0 15 4	2 0	
Brazil (1874)	0 13 7	2 7	

The Press and the telegraphing public may rest assured that whenever we feel justified in reducing our rates it will be our policy to do so; but naturally the interests of the stockholders and the interests of the public—which I have explained, are really in common—must be safeguarded by taking into account the important points to which I have referred.

"A HOUND AND GUN IN THE NEW TERRITORY."

Being the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Spartan," reproduced in book form. PRICE ONE DOLLAR (Hongkong, 29th October, 1911)

**MOUNIE'S BRANDIES**

★ ★ ★ ★ ★

LIQUEUR (Very Fine and Very Old Brandy).

By ROYAL WARRANT TO HIS MAJESTY KING GEORGE V.

As supplied to all the leading Restaurants in London, including the Carlton, Ritz, Savoy, Claridge's and Langham.

Bottled and Shipped by

J. DENIS H. MOUNIE & Co., Cognac.

**GARNER, QUELCH & Co.,**

SOLE AGENTS.

TELEPHONE 636.

123

TO CORPORATIONS, COMPANIES AND WELL-ESTABLISHED PRIVATE ENTERPRISES REQUIRING CAPITAL.

**THE INVESTMENT REGISTRY, LTD.**  
2, Waterloo Place, London, England (established 1880)—invested funds, £30,000,000 is prepared to purchase for cash existing, or to be created, issues of Bonds or Debentures well secured on sound revenue-producing properties, both as to capital and income.

No speculative projections entertained. Smallest transactions considered, £40,000; largest, £400,000. Only principals or their representatives corresponded with; Agents ignored. Booklet explaining how millions of pounds sterling have already been invested; advantages offered to borrowers and particular requirements, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

Purchase Department, INVESTMENT REGISTRY, LTD., 2, Waterloo Place, London, S.W. England. [172]

As a precaution against the constant risk of infection, remember that washing with

**CALVERT'S**  
**No. 5 Carbolic Soap**

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

**"LOOK ALIVE!"**

is one of the many casual every day injunctions wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most successful; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore, if you are suffering from anything which robs you of your "look alive," if you are suffering from the troubles of indigestion, flatulence, or bowels, is sapping your vitality, it is certain that without delay, you should

**TAKE**  
**BEECHAM'S PILLS.**

Sold everywhere in boxes, price 9d. (36 pills), 1/11 (46 pills), and 2/9 (168 pills).

**RIN-AL-DO**

DETACHABLE SPIRIT COOKER.

Made of Aluminium with wind protection. First Class Seller.

Patented and Registered.

Suitable for all sizes of pots.

Very handy—weight about 50 grammes.

General Agent for China wanted.

Manufacturer's address:

**WALTER EICHELKRAUT,**  
Berlin-Zehlendorf, 12, Germany.

**GRIMAULT'S**  
**SYRUP**

OF  
**HYPOPHOSPHITE OF LIME**

FOR  
**STUBBORN COUGHS**

**BRONCHITIS**  
**WEAK LUNGS**  
**CATARRH**

**CONSUMPTION**

**CHUNG NGOI SAN PO**  
(Chinese Daily Press).  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best Advertising medium among the Native Community.  
Established for over FIFTY YEARS.  
Circulates largely throughout Southern China, Indo-China, etc.  
Terms for Advertising (Translation free) can be obtained at the Office, 10, Des Voeux Road Central, Hongkong 131, Fleet Street, London or from the different Agents.  
Documents translated from or into Classical or Colloquial Chinese.

ON SALE.  
A TABLE OF THE RATES OF EXCHANGE AT BOMBAY, for Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 56 years  
FROM 1874 to 1909.  
Price 32 Cash. On Sale at the DAILY PRESS Office, or Local Booksellers.







**THE BANK LINE LTD.**

REGULAR SERVICE FROM HONGKONG TO  
**VANCOUVER. B.C.**  
**SEATTLE &**  
**PORTLAND (Or.).**  
 VIA  
**SHANGHAI AND JAPANESE PORTS.**  
 CARRYING CARGO ON THROUGH BILLS OF  
 LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
"HERCULES," 2nd July.	"HERCULES," 2nd July.

To be followed by other Steamers of the Company at  
 regular intervals.  
 Calling at AMOY and KEELUNG if sufficient  
 inducement offers.  
 The BANK LINE Steamers are of the Newest Design,  
 have most Commodious Accommodation, and are fitted with  
 Electric Light and Wireless Telegraphy.  
 Special Parcel Express to America and Canadian Ports.  
 For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
 TELEPHONE No. 780. KING'S BUILDING, PRAYA CENTRAL

**ORIENTAL AFRICAN LINE.**  
**NEW LINE OF STEAMERS**  
 TO  
**SOUTH AFRICAN PORTS.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
 DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
 TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
 Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
 MANAGING AGENTS.

**INDIAN AFRICAN LINE.**  
 Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
 DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
 CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
 AFRICAN LINE.

**PROPOSED SAILINGS.**

FROM HONGKONG: FROM COLOMBO:

S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
 MANAGING AGENTS.

**CONFERENCE-WEIR LINE.**  
 REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.  
 THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
 FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
 at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**  
 MANAGING AGENTS.

**GOING HOME.**  
**A HOLIDAY AT HOME, AND A WAY**  
**TO GET THERE THAT'S A HOLIDAY.**

**WHY NOT**

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
 California, of Colorado, and the fascinations of Niagara, San Francisco,  
 Chicago and New York.

**AND THE WAY**

Every "travel-wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
 of the

**PACIFIC MAIL S.S. CO.**

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
 Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
 Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
 than by any other route. For a return ticket to London  
 the cost is but £120, including berth and meals across America. To San Francisco  
 via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
 First Class accommodations are provided for £43 to London (return ticket £74)  
 and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
 Civil Service, on application.

STEAMERS.	Tons	Starting	1912
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY	9th July, at 1 P.M.
MANCHUBIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSEA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

**FRED J. HALTON, AGENT.**

TELEPHONE No. 141.

**HONGKONG, CANTON, MACAO & RUSSIAN VOLUNTEER FLEET.**

**WEST RIVER STEAMERS**  
 JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
 CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG

TUESDAY, 25th JUNE, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

WEDNESDAY, 26th JUNE, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf  
 Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 30th JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
 Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
 and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
 This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
 CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
 INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
 Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
 Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
 Company's direct steamers "LINTAI" and "SANTU." These vessels have superior  
 Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
 Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
 Hotel Mansions (First Floor), opposite the Blake Pier.

**TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC**  
**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINTO MARU ... 21,000 tons.

AND  
 S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
 HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
 free newspaper containing World's happenings by wireless. Electric Fan in each Cabin.  
 Through Standard Sleepers.

**WESTERN PACIFIC-DENVER AND**  
**RIO GRANDE.**

The T.K.K. liners connect at San Francisco with the special trains of the Western  
 Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
 WITHOUT CHANGE.

Through Standard Sleepers.  
 Through Tourist's Sleepers.  
 Dining Cars—Observation Cars.  
 Electric Lights—Electric Fans, Union Depots.  
 New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
 Sierras—Feather River Canon and the Royal Gorge of Colorado.  
 Convenient connections at Chicago with trains for New York (Transatlantic Steamers)  
 and other Eastern points.  
 When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
 Ticket form No. 625.

**C. LACY GOODRICH,**  
 GENERAL ORIENTAL AGENT,  
 17, WATER STREET, YOKOHAMA.  
 AND KING'S BUILDING, HONGKONG

779

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government.)

**TO SHANGHAI.**

S.S. "KORBER," 9,900 tons, will leave as above on 5th July.  
 Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap  
 rates, Hongkong-Trieste Venice, £25 1st, £36 2nd Class. No surtax, no tips, no inside  
 Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

**MONTHLY ORDINARY SERVICE.**

S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about  
 25th June.

S.S. "PERSEA," 12,500 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE,  
 PENANG, COLOMBO, CALCUTTA, ADEN, SUZ, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon  
 passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,  
 Wireless Telegraphy.

**ROUND THE WORLD TICKETS ARE ISSUED.**

CARGO is taken at through rates all ports in the Adriatic, the Levant and Black  
 Sea, also to North and South America. For information apply to

**SANDER, WIELER & Co., Agents.**

Hongkong, 13th June, 1912.

**SWEDISH EAST ASIATIC**  
**CO., LTD.**  
**GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION STEAMERS TONS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, "YEDDO" 7,200 About 3rd Aug.

Kobe and MOJI ...

For Freight and Further Particulars apply to

**ARTHUR NILSSON & Co.,**  
 YORK BUILDINGS, TOP FLOOR.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will call at Hongkong twice a  
 month regularly.

First-class steamers manned by European crews only.

Low passage rates.

Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and  
 fresh water baths. First-class cuisine. Medical attendance and medicaments free on board.

NEXT PROJECTED SAILINGS FROM HONGKONG:

OUTWARD BOUND. HOMEWARD BOUND.

VIA SINGAPORE, PENANG, COLOMBO, JIBUTI,

NAGASAKI, VLADIVOSTOK. HODRIDA, JEDA, PORT SAID, BEYROUT,

The S.S. "PERM," 4,149 R.T., Com- CONSTANTINOPLE, THRODRIA, BATUM,  
 mander J. Kabinet, will call at Hongkong ODESSA.

The S.S. "KOURSK," 6,400 R.T., Com- about 26th of June. mander G. Padalka, will call at Hongkong

N.B.—The exact day of calling both steamers at Hongkong will be published after receiving  
 the telegrams about their leaving last port.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-  
 Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express  
 Trains. Also a line between Vladivostok and Kamchatka and Saghalin ports.

For Freight, passages and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF, AGENT,

OFFICE TELEPHONE No. 1224. HOTEL MANSIONS, Nos. 12/A and 14, Third Floor.

RESIDENCE TELEPHONE No. K 60. [717]



**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 29th June, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 10th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,  
 Hongkong, 22nd June, 1912. PHILIPPINES S.S. Co. [13]

**MEN-OF-WAR ON THE CHINA**  
**AND JAPAN STATION.**

**BRITISH**

Alcidity, deep-sea boat, 1,700 tons, 4 guns, 2,000

i.h.p., Comdr. Lamb, C.L., Shanghai

Astrea, 2nd class cruiser, 4,350 tons, 10 guns

7,000 i.h.p., Captain R. Le T. Leatham

Shanghai

Atlas, admiralty tug, 615 tons, 1,400 i.h.p.

Hongkong

Brands, gunboat 710 tons, 900 i.h.p. Lieut

Comdr. B. E. Pritchard, Kinkiang.

Brimston, gunboat, 710 tons, 900 i.h.p. Lieut

Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400

f.d., Comdr. Hugh P. R. Williams

Hankow.

Cambrian, 2nd class cruiser, 4,350 tons, 10 guns

i.h.p. 7,000, Capt. J. E. Drummond, Hong-

kong

Cherub, water tank and tug, 390 tons, i.h.p. 340

Master W. Smith, Hongkong.

Ohio, British sloop, 1,070 tons, i.h.p. 1,400.

Comdr. H. E. Vase, Canton.

Fame, torpedo-boat destroyer, 340 tons,

guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe,

Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 10 guns,

7,000 i.h.p., Captain C. F. Corbett, M.V.O.,

Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns

4,000 h.p., Lieut.-Comdr. E. Boddam

Welham, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns,

5,900 h.p., Lieut.-Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns,

i.h.p. 22,000, Capt. Allen T. Hunt, Hong-

kong.

Kinsha, river gunboat, 616 tons, i.h.p. 1,200

Lt.-Comdr. H. Marryatt, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400

i.h.p. Capt. F. C. C. Pasco, Surveying Duties.

Minotaur, armoured cruiser (flagship Vice-

Admiral Sir A. L. Windes, K.C.B.

C.V.O. C.M.G., 14,600 tons, i.h.p. 27,000

Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p.

22,000, Capt. B. H. F. Bertolot, M.V.O.,

Colombo.

Moerhen, river gunboat, 180 tons, 2 guns

i.h.p. 800, Lieut.-Comdr. G. P. Leith,

West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine

22,000 F.D., Captain George P. E. Hunt,

D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p.

Lt.-Comdr. Malcolm Murray, R.N., Yang-

tze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns

6,300 i.h.p., Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, i.h.p.

5,000, (7,000 F.D.), Comdr. F. H. Mitchell

Welham.

Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.

5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns,

Lt.-Comdr. E. J. G. McKinnon, Shang-

hai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.

Lt.-Comdr. Allan Dixon, West River.

Rosario, depot ship for Submarines, 980 tons

i.h.p. 1,400, Lt.-Comdr. N. E. Archdale

Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 24



## SHIPPING

## ARRIVALS.

DAHL, FREDERICHSEN, German str., 1,174, Chr. Jur. Jensen, 24th June—Hainan, General—A. R. Marty, 22nd June—General—Jensen & Co.

CHENAN, British str., 1,849, Lloyd Jones, 24th June—Shanghai 21st June, General—Butterfield & Swire.

HANOI, French str., 739, G. Bonnier, 24th June—Haiphong and Pakhoi 22nd June, General—A. R. Marty, 22nd June.

MARIE, German str., 1,169, H. Schalkier, 24th June—Saigon 20th June, Rice and General—Jensen & Co.

PATROCLUS, British str., 3,547, W. R. Bailey, 24th June—Liverpool and Singapore 19th June, General—Butterfield & Swire.

PHINZ, Waldermar, German str., 2,465, H. Bremer, 24th June—Sydney and Manila 22nd June, General—Molichers & Co.

TAKITAP, Dutch str., 2,470, E. H. Kroes, 23rd June—Macassar 13th June, Sugar and General—Java-China Japan Lin.

TORONTO, Japanese str., 3,412, Mocker, 23rd June—Calcutta 4th June, General—N. Y. K.

YOKOHAMA, British str., 1,206, P. Boyd, 24th June—Wakamatsu 19th June, Coal—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, June 24.

CANADA M. Japanese str., for Victoria.

CANTON, Swedish str., for Yokohama.

CHISHIMA, British str., for Canton.

COLOMBO M. Japanese str., for Bombay.

PATROCLUS, British str., for Yokohama.

PEMBROKSHIRE, British str., for Yama.

TORONTO, Japanese str., for Japan.

YINGCHOW, British str., for Hongkong.

## DEPARTURES.

June 24.

CHENAN, British str., for Canton.

KWANGKEI, Chinese str., for Canton.

## SHIPPING REPORTS.

The British str. *Patroclus* reports: Fresh S.S.W. monsoon, winds and rough following sea, clear and fine.

## VESSELS EXPEDITED.

THE AMERICAN MAIL.

The P.M. str. *China*, from San Francisco, left Yokohama on the 20th June, en route to Hongkong, and is due to arrive at Hongkong on the 27th June.

The P.M. str. *Manchuria* left San Francisco on the 6th June, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.

THE AUSTRALIAN MAIL.

The str. *St. Albans*, which left Sydney on the 8th June, is due here on the 1st July.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver B.C. for Hongkong (via usual ports of call) on the 13th June, p.m.

THE GERMAN MAIL.

The I.G.M. str. *Torck*, carrying the German mails with dates from Berlin of 29th May, left Singapore on Saturday, at noon, and may be expected here on or about the 28th June, at 4 p.m.

MERCHANT STEAMERS.

The I.G.M. str. *Derfflinger* left Shanghai on Saturday, at 5 p.m., and may be expected here on or about the 28th June, at 11 p.m.

The Austrian Lloyd's str. *Silezia* left Singapore for this port on the 21st June, and will arrive here on the 27th June.

The Seng Line str. *Seangchoon* left Rangoon on the 15th June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th June.

The N.Y.K. str. *Ceylon Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 10th June, and is expected here on the 2nd July.

The N.Y.K. str. *Yamato Maru* (Australia Line) left Sydney for this port via ports on the 15th June, and is expected here on the 1st July.

The str. *Indra* passed the Suez Canal on the 10th May, for Hongkong direct.

The str. *Glenlogan* passed the Suez Canal on the 11th June for Hongkong via Straits.

The str. *Benlue*, from Leith, Middlebrook, and London, left Singapore on the 13th June for Hongkong.

The "Mogul Line" str. *Atoll* left the United Kingdom on the 26th May, for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

*Kantung*, from Calcutta, is due in Hongkong 2nd July.

INDIA LINE, LTD.

*Indra*, from New York, is due in Hongkong 7th July.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

*India*, from Singapore, is due in Hongkong 25th June.

*Fulda*, from Rangoon, is due in Hongkong 2nd July.

## PASSED THE CANAL.

May 14th—*Glenroy*, *Sambia*, 17th—*Alcinous*, *Austria*, *Idomeneus*, *Polynesian*, *Silesia*, *Sumatra*, *Den of Olamis*, *Kolomo*, 21st—*Benlue*, *Ceylon*, *Myrmidon*, *Polynesian*, *Induna*, *Poono*, *Kansas*, *Tweeddale*, May 24th—*Achilles*, *Atsuta Maru*, *Kleist*, *Kamo*, *Maru*, *Konang*, *Si*, *Moyone*, *Oceanic*, *Postellus*, *Riesus*, 28th—*Canton*, *Montrose*, *Tembrackie*, 31st—*Archon*, *Nannus*, *Polytechnic*, *Ville de la Ciotat*, 4th—*Ambric*, *Ningchow*, *Silesia*, *York* and *East Bulow*, 7th—*Aki Maru*, *Hitchi*, *Maru*, *Pera*, *Polynesian*, *Sachsen*, *Teucer*, *Atrous*, *O. J. D. Ahlers*, 11th—*Atoll*, *Glenlogan*, *Indra*, 14th—*Bohemie*, *C. Perd*, *Laise*, *Palawan*, *Ping Suey*, *Yarra*, 18th—*Brigavica*, *China*, *Polypheme*, *Prinzess Alice*, 21st—*Armand*, *Behic*, *Jason*, *Meinam*, *Mennon*, *Miyasaki Maru*.

## ARRIVALS AT HOME.

June 21st—*Ceylon*, *O. J. D. Ahlers*, *Yarra*.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1", nearest Hongkong "2", midway between Hongkong and Kowloon "3", and those vessels berthed at the Kowloon Wharf "4", together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	CAPTAIN.
LONDON & ANTWERP via SINGAPORE, &c. ...	NORE ...	Brit. str.	G. Phillips ...
LONDON & ANTWERP ...	DENBIGHSHIRE ...	Brit. str.	E. E. Williams ...
LONDON & ROTTERDAM & ANTWERP ...	GLENSHIRE ...	Brit. str.	G. W. Cockman, R.N.R. ...
LONDON via USUAL PORTS OF CALL ...	ARSAYE ...	Brit. str.	Eckhardt ...
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	BADENIA ...	Ger. str.	Deinat ...
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	BRASILIA ...	Ger. str.	Habel ...
HAVRE, BREMEN & HAMBURG, &c. ...	ALESIA ...	Ger. str.	Bach ...
HAVRE, BREMEN, HAMBURG & ANTWERP, &c. ...	SAMBIA ...	Ger. str.	Metzenanth ...
MARSEILLES, HAVRE & HAMBURG, &c. ...	LIBERTY ...	Ger. str.	H. Fraser ...
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. ...	HIEANO MARU ...	Jap. str.	Luebecke ...
MARSEILLES, HAVRE & HAMBURG, &c. ...	SEGOVIA ...	Ger. str.	N. Teranaka ...
MARSEILLES, HAVRE & HAMBURG, &c. ...	CANADA MARU ...	Jap. str.	P. Prosch ...
VICTORIA, B.C. & TACOMA via KEELUNG, &c. ...	SANUKI MARU ...	Jap. str.	W. Davison ...
VICTORIA, B.C. & TACOMA via KEELUNG, &c. ...	TACOMA MARU ...	Jap. str.	H. S. Smith ...
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON ...	DEFFLINGER ...	Ger. str.	E. Finlayson ...
TRIESTE, Fiume, VENICE via SINGAPORE, &c. ...	PERSEA ...	Aus. str.	M. Winckler ...
NEW YORK ...	MIDDLEHAM CASTLE ...	Brit. str.	H. Bremer ...
BOSTON & NEW YORK via PORTS & SUEZ CANAL ...	INDRAMAYO ...	Am. str.	J. Kennedy ...
VANCOUVER B.C., SEATTLE & PORTLAND, &c. ...	HERCULES ...	Brit. str.	J. Kennedy ...
VANCOUVER via SHANGHAI, JAPAN, &c. ...	EMPEROR OF JAPAN ...	Brit. str.	B. Koon ...
VANCOUVER via SHANGHAI, JAPAN, &c. ...	MONTROSE ...	Brit. str.	T. Sekine ...
SAN FRANCISCO via SHANGHAI & JAPAN, &c. ...	SHIMOYU MARU ...	Jap. str.	Lee Roy ...
SAN FRANCISCO via SHANGHAI & JAPAN, &c. ...	SIBERIA ...	Am. str.	V. Liddell ...
SAN FRANCISCO via SHANGHAI & JAPAN, &c. ...	CHANGSHA ...	Brit. str.	E. Mooney ...
AUSTRALIAN PORTS via MANILA ...	KUMANO MARU ...	Jap. str.	G. Hooper ...
AUSTRALIAN PORTS via MANILA ...	PRINZ WALDEMAR ...	Ger. str.	H. Rehm ...
AUSTRALIAN PORTS via MANILA ...	ST. ALBANS ...	Brit. str.	L. Jones ...
MEXICAN, PERUVIAN & CHILEAN via JAPAN ...	KITO MARU ...	Jap. str.	C. G. Williams ...
YOKOHAMA & KOBE via SHANGHAI ...	SILESIA ...	Aus. str.	W. F. Richard ...
KOBE & YOKOHAMA ...	PRINZ WALDEMAR ...	Ger. str.	Tosawa ...
KOBE & YOKOHAMA ...	ARI MARU ...	Jap. str.	Bradley ...
KOBE & YOKOHAMA ...	YAWATA MARU ...	Jap. str.	H. Nomura ...
NAGASAKI, KOBE & YOKOHAMA ...	YAMANOUE ...	Dut. str.	W. W. Cooke, R.N.R. ...
TIENTSIIN via WEIHAIWEI ...	CHONGSHING ...	Brit. str.	W. R. Hickey ...
TIENTSIIN via WEIHAIWEI & CHEFOO ...	CHUPSHING ...	Brit. str.	Rooy ...
WEIHAIWEI & TIENSIIN ...	HIGHOW ...	Brit. str.	J. S. Rosch ...
SHANGHAI, TIENTSIIN, KOBE & YOKOHAMA ...	CHERCK ...	Brit. str.	A. H. Stewart ...
SHANGHAI, KOBE & MOJI ...	CHERCK ...	Brit. str.	J. W. Evans ...
SHANGHAI, KOBE & MOJI ...	GEORGEY APCAR ...	Brit. str.	G. F. Passmore ...
SHANGHAI, KOBE & MOJI ...	INDIA ...	Brit. str.	Siford ...
SHANGHAI, KOBE & MOJI ...	LYNAN ...	Brit. str.	Mathias ...
SHANGHAI, KOBE & MOJI ...	KWONGSANG ...	Brit. str.	P. H. Rolfe ...
SHANGHAI, KOBE & MOJI ...	CEYLON MARU ...	Jap. str.	S. A. Crosby ...
SHANGHAI, KOBE & MOJI ...	KUTSANG ...	Brit. str.	Pennafather ...
SHANGHAI, KOBE & MOJI ...	HAKATA MARU ...	Jap. str.	Leak ...
SHANGHAI, KOBE & MOJI ...	PERA ...	Brit. str.	M. C. Smith ...
SHANGHAI, KOBE & MOJI ...	KORREBE ...	Brit. str.	V. Zwart ...
SHANGHAI, KOBE & MOJI ...	QARATHENSHIRE ...	Brit. str.	N. Nielsen ...
SHANGHAI, KOBE & MOJI ...	YEDDO ...	Swed. str.	M. Machida ...
SHANGHAI, KOBE & MOJI ...	TYLATAF ...	Dut. str.	G. M. B. Lake ...
POOCHOW via SWATOW & AMOY ...	KALJO MARU ...	Jap. str.	F. Carey ...
POOCHOW via SWATOW & AMOY ...	SOSHU MARU ...	Jap. str.	F. Semblil ...
TAMUL via SWATOW & AMOY ...	DAIGO MURU ...	Jap. str.	E. de Catalano ...
SWATOW, AMOY & POOCHOW ...	HAITAN ...	Brit. str.	
SWATOW, AMOY & POOCHOW ...	HAITAN ...	Brit. str.	
SWATOW, AMOY & POOCHOW ...	HAIRONG ...	Brit. str.	
MANILA, CEBU & ILOILO ...	KALONG ...	Brit. str.	
MANILA ...	SUNGKIANG ...	Brit. str.	
MANILA ...	YUENSANG ...	Brit. str.	
MANILA, MANGARIN, ILOILO & CEBU ...	RUBI ...	Am. str.	
MANILA, CEBU & ILOILO ...	TAMING ...	Brit. str.	
MANILA ...	LOONGSANG ...	Brit. str.	
MANILA ...	YAPERO ...	Am. str.	
BATAVIA, CHERIBON, SAMARANG, &c. ...	YAKASA MARU ...	Dut. str.	
SINGAPORE, PENANG & CALCUTTA ...	JINSEN MARU ...	Jap. str.	
SINGAPORE, PENANG & CALCUTTA ...	NAMBAK ...	Brit. str.	
SINGAPORE, PORT SWETENHAM, PENANG & RANGOON ...	MUTTRA ...	Brit. str.	
KUDAT & SANDAKAN ...	BORNEO ...	Ger. str.	
HOHOW & HAIPHONG ...	SINGAN ...	Brit. str.	
KWANG CHOW WANG & HAIPHONG ...	SIOKIANG ...	Fren. str.	

## "SHIRE" LINE OF STEAMERS, LIMITED.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DENBIGHSHIRE"	On 28th June.
LONDON & ANTWERP	"MONMOUTHSHIRE"	About 15th July.
SHANGHAI, KOBE & YOKOHAMA	"CARMARTHENSHIRE"	About 21st July.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fare charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
AGENTS.

Hongkong, 21st June, 1912.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIIN via WEIHAIWEI	"CHONGSHING"	Tuesday, 25th June, 4 p.m.
TIENTSIIN via WEIHAIWEI & CHEFOO	"CHUPSHING"	Tuesday, 27th June, Noon.
MANILA	"YUENSANG"	Saturday, 29th June, 2 p.m.
SHANGHAI	"KWONGSANG"	Sunday, 30th June, 11 a.m.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 2nd July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMBAK"	Wednesday, 3rd July, Noon.
MANILA	"LOONGSANG"	Saturday, 6th July, 2 p.m.

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG" and "NAMBAK" leave about every 3 weeks for banghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Canton and Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

## BRITISH INDIA S. N. CO., LTD.

## NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "ITINDA" 5,251 tons, Captain J. Kennedy, will be despatched for YOKOHAMA and KOBE on 26th June, at Noon, to be followed on 5th July by S.S. "FULTALA" 4,154 tons, Captain H. Chidley, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "MUTTRA" will leave HONGKONG for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on 4th July, at Noon, followed by the S.S. "ITINDA" taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
AGENTS.

Telephone No. 215.  
Hongkong, 21st June, 1912.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

## PROPOSED SAILINGS FROM HONGKONG AND QUEBEC SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 9th Aug.
"MONTEAGLE" Sat., 3rd Aug.	"ALBAN LINE" Fri., 30th Aug.
"EMPEROR OF INDIA" Sat., 24th Aug.	"EMPEROR OF BRITAIN" Fri., 20th Sept.
"EMPEROR OF JAPAN" Sat., 14th Sept.	"ALBAN LINE" Fri., 11th Oct.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at YOKOHAMA, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamship, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship) \$43, " 245.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Route Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
-----	----------	------	----------

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ... "DEFFLINGER," Capt. F. Prosch, 17,000 { Wednesday, 26th June, at Noon.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... "YORCK," Capt. H. BREMER, 17,000 { About Wednesday, 26th June.

MANILA, YAP, MARON, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ WALDEMAR," Capt. H. BREMER, 6,100 { Saturday, 13th July, at 9 a.m.

KOBE and YOKOHAMA ... "PRINZ WALDEMAR," Capt. H. BREMER, 6,100 { About Tuesday, 25th June.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. SEMMILL, 5,000 { Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHES & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th June, 1912.

## VESSELS ON THE BEET

## FOR SHANGHAI, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR," Captain J. B. Drake, will be despatched for the above Ports on FRIDAY, the 28th inst., at Noon.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

## RETURN TOURS TO JAPAN.

(Occupying 20 Days.) Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents.

Hongkong, 22nd June, 1912. [846]

## THE Steamship

"GLENESK," Captain E. E. Williams, will be despatched for LONDON, ROTTERDAM and ANTWERP on or about 24th inst.

S.S. "GLENROY," Captain H. W. L. Holman, will be despatched for LONDON, LEITH and ROTTERDAM on or about 10th August.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd June, 1912. [815]

## AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAMAYO" ... On 4th July.

For freight and further information apply to—SHEWAN, TOMES & Co., General Agents.

Hongkong, 25th June, 1912. [709]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEENIANGLU, COCHIN, AUSTRALIAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARSAYE," Captain G. W. Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARCONI," 10,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, NAGASAKI, KOBE, YOKOHAMA, SAID and MARSEILLES	NORE ..... Capt. G. Phillips	10 A.M. 25th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	PERA ..... Capt. W. W. Cooke, M.R.	About 3rd July	Freight only.
SHANGHAI	DEVANHA ..... Capt. W. R. Hickey	About 4th July	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE ..... Capt. G. W. Cookman, M.R.	Noon, 6th July	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 24th June, 1912.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG" .....	On 25th June, 4 P.M.
MANILA, CEBU and ILOILO	"SUNGKIANG" .....	On 25th June, 4 P.M.
SHANGHAI	"CHENAN" .....	On 27th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"CHANGSHA" .....	On 28th June, 4 P.M.
SHANGHAI	"LINAN" .....	On 29th June, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN" .....	On 29th June, 11 A.M.
MANILA, CEBU and ILOILO	"TAMING" .....	On 2nd July, 4 P.M.
WEIHAWEI and TIENTSIN	"HUICHOW" .....	On 3rd July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LITIAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light  
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.  
REDUCED FARES, Cargo booked through for all Australian, New Zealand and  
Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".  
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.  
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS  
"ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommoda-  
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon;  
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through  
Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY  
morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY  
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of  
the transshipment at Woosung.

#### NEW SERVICE.

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.  
REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—  
Hongkong, 25th June, 1912.BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" .....	Capt. J. S. Roach	TUESDAY, 25th June, at 11 A.M.
"HAITANG" .....	Capt. J. W. Evans	FRIDAY, 28th June, at 11 A.M.
"HAICHING" .....	Capt. W. C. Passmore	TUESDAY, 2nd July, at 11 A.M.

### FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" .....	Capt. A. H. Stewart	WEDNESDAY, 26th June, at 11 A.M.
		(SUNDAY, 30th June, at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
During the month of July—Return Tickets available for three months will be issued at  
a Reduction of 20 per cent. on the usual rate to Fouchow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 25th June, 1912.

## HAMBURG-AMERIKA LINIE.

### IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA .....	1st July.
S.S. FUERST BUELOW .....	2nd July.
S.S. GOLDENFELS .....	14th July.
S.S. SUEVIA .....	29th July.
S.S. KURMARK .....	15th August.

For Further Particulars, apply to—

#### HOMeward.

For MARSEILLES, HAVRE & HAMBURG:	S.S. LIBERIA .....	28th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA .....	1st July.
For HAVRE, BREMEN & HAMBURG:	S.S. ALESIA .....	2nd July.
For MARSEILLES, HAVRE & HAMBURG:	S.S. EGOVIA .....	14th July.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA .....	15th July.
For HAVRE, BREMEN, HAMBURG & ANTWERP:	S.S. SAMBIA .....	26th July.

Hongkong, 25th June, 1912.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

#### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS .....	On 1st July.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful  
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.  
All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

56

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

### CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

### "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU .....	H. S. Smith	TUESDAY, 25th June, NOON.
CHIYO MARU .....	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU .....	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU .....	E. Bent	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via  
SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND  
HONOLULU, on TUESDAY, the 25th June, at Noon.

### SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO,  
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

### BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,  
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU .....	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU .....	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU .....	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS  
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the  
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

## EST ASIATIQUE FRANCAIS

### MESSAGERIES MARITIMES, AGENTS.

### MAIL SERVICE TO AND FROM

### TONKIN

in 58 hours.

### S.S. "SI-KIANG" Capt. E. de Cotelano.

(1st and 2nd CLASSES) will leave Hongkong for

### KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest  
and fastest route, from the Pacific Coast to Chicago). Taking  
cargo on through Bills of Lading to all Overland Common Points  
in the U.S.A. and Canada, also to the principal ports in Mexico,  
Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

From Vancouver, Portland, and San Francisco:—	
From Manila .....	G. \$130.00
From Hongkong, Shanghai and Keelung .....	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama .....	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco .....	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage  
Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low  
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention  
given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANFING via SWATOW, and AMOY	"SOSU MARU"	WEDNESDAY, 25th June, at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 30th June, at Noon.
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WEDNESDAY, 3rd July, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch  
Office, at Second Floor, No. 1, Queen's Buildings.S. HIROI,  
MANAGER.

777-7

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

### PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
ASSAYE .....	7500 July 6	MARMORA .....	10300 Aug. 4	Aug. 10
DEVANHA .....	8000 July 20	MOLDAVIA .....	10000 Aug. 18	Aug. 24
DELTA .....	8000 August 3	MALWA .....	10000 Sept. 1	Sept. 7
INDIA .....	8000 August 17	MONGOLIA .....	10000 Sept. 15	Sept. 21
ARCADIA .....	7000 August 31	MEDINA .....	12500 Sept. 23	Oct. 4
ASSAYE .....	7500 September 14	MALWA .....	10000 Oct. 12	Oct. 18
DEVANHA .....	8000 September 28	MOULTAN .....	10000 Oct. 26	Nov. 1
INDIA .....	8000 October 12	MACEDONIA .....	10500 Nov. 9	Nov. 15
DELTA .....	8000 October 26	MOREA .....	11000 Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to  
the Express Mail Steamer at PORT SAID.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of Booking.

#### FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " 42.12 " 62.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

#### LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NORE .....	7000	June 26
SIMLA .....	6000	July 10
NUBIA .....	6000	September 4
SARDINIA .....	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

#### FARES TO LONDON:

1st SALOON £25.10 SINGLE, £38.10 RETURN.

2nd " 13.10 " 20.10 "

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 3rd July, at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 17th July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SANUKI MARU Capt. N. Tominaka	7,000	TUESDAY, 2nd July, at 4 P.M.
	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielson	7,000	MONDAY, 28th July.
KOBE and YOKOHAMA	AKI MARU Capt. B. Kon	7,000	WEDNESDAY, 3rd July, at 5 P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	7,000	WEDNESDAY, 3rd July.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 5th July, at Noon.
SHANGHAI and KOBE	CRYLON MARU Capt. Tozawa	6,000	MONDAY, 1st July.

† To be connected with S.S. "TANBA MARU" at Kobe and Omitting Keelung.  
Fitted with New System of Wireless Telegraphy.

## NEW LINE OF STEAMERS

BETWEEN

### KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,  
PENANG AND RANGOON.

The next steamer from Hongkong—

"JINSEN MARU," 4,000 tons, Capt. Masuda, Saturday, 29th June!

## REDUCED SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return—Kobe Return—Moji Return—Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656



